



## Caesar Creek Soaring Club

July 7, 2020

### UPCOMING EVENTS

Aug 3-7 - 2020 Cross Country Camp - Chuck Lohre

Aug 15 - WPAFB Airmen's Outdoor Recreation Intro Flights - Kevin Price

Oct 3-11 - Ridge Soaring Trip – Rolf Hegele

Oct 10 - WPAFB Airmen's Outdoor Recreation Intro Flights - Kevin Price

Feb 6, 2021 - CCSC annual meeting at the Dayton Engineers Club, speaker Karl Striedieck - Linda Murray

### 1st SATURDAY JULY 4 CREW REPORT – Steve Fenstermaker



Weather : Hot, Wind out of the N-E

Field : operated off of 09

Equipment: 33Z: The radio has much static on climb out making radio reception useless. Vertical Velocity Indicator is inoperable. CC: the radio does not work in the front or back. Trailer: was left on runway 09. The weather looks to be very similar tomorrow. Crew Chief locker was found unlocked with only 3 radios in it. 3 radios were found in the trailer. There are normally 7. 1 radio is missing.



Radios were placed on the chargers at the end of the day. There appears to be a gouge out of a 2-33 tire near where the dolly may contact it. (Gents, It is most important when loading a 2-33 onto a yellow dolly To insure the wings are level. If you must lower a wing, make sure it is the right wing, aft looking forward. This will protect the brake assembly located on the left side of the wheel, aft looking forward. Steve Statkus)

Thanks goes to Sami Rintala, Rich Carraway, and Bill Gabbard for flight instruction.

Tach times: 909 482.5, 33Z 436.99 1 hour until oil change.

Total Flights: 15

Photo: Here is Don Green at the controls of 909.

## 1st SUNDAY JULY 5 CREW REPORT – Mike Karraker

Operated from West End utilizing Runway 090. Had 25 flights with several reaching time limit.

Tach times were 438.78 for 33Z, 25.8 for 48L, and 82.8 for 909.

One equipment issue was that CC has radio issues. Tried troubleshooting by turning off vario and also transponder to no avail. Radio transmissions were unreadable.

Crew had a good cookout and enjoyed Dieter Schmidt's cheesecake. Hot but tolerable.

## HENRY HAYTER FIRST GLIDER SOLO JULY 4 – Sami Rintala



Henry Hayter first glider solo today. A United pilot signed off by Delta pilot. :)

It was not easy to get in and out of the back seat with this boot, then take it off and put a shoe on.

Henry also earned his A and B badges today. Not bad for a first solo day

## BOARD MEETING JULY 4 HIGHLIGHTS – John Lubon

Board in attendance: Mark Miller, Chuck Lohre, John Lubon, Rolf Hegele, Tim Christman, Keith Kilpatrick, Andrew Dignan, Tom McDonald, Bob Miller, Bill Hall, and Kevin Price

Board not in attendance: None.

Members present: Don Green and Dan Reagan

Treasurers Report – Rolf Hegele

- About \$10,000 behind in income, \$3,000 behind in expenses.
- Building maintenance was \$2,014. Fire extinguishers were renewed. \$600 for new fire extinguisher for fuel area. It is designed for fuel fires
- Some flying income this month not as normal. Flights last month were 179, YTD for 2020 are 433. In June 2019 we had 108 flights, YTD for 2019 was 464.
- Fuel index changes from \$.34 to \$.25 per gallon. Now 25 cents per 100' on tow.
- Steve Statkus gave \$395 to the Youth Fund from his salvage of the glider parts Otis Lewis donated.

COVID-19 Release Waiver and Procedures – Rolf Hegele

- Rolf made a motion that everyone sign the waiver, not just the club members using the club ships. Chuck Lohre seconded. Discussion: Mark Miller clarified that private pilots only need to sign it once.



The waiver clip board is kept in the club house but taken to the flight line during operations so signatures can be recorded for the use of the club aircraft that day.

- John Lubon has recently traveled to several glider operations out west, Minden, Ely and Nephi, and noted that clubhouse occupancy is limited. It was agreed that CCSC will limit the number of persons in the club house to six. Rolf Hegele will make the change to the notice posted on the door.

#### Operations – Mark Miller

- Members are wearing masks on the flight line when they are within six feet of each other, hooking up, etc. Masks are also used in the clubhouse, hanger, in two place ships and when on a golf cart with another.
- Brian Stoops took another member up for three hours yesterday and they wore masks.

#### Membership – Bill Hall

- Steven and Miranda Kline would like to reactivate their memberships. Motion made by Rolf Hegele to reactivate Steven and Miranda Kline, Andrew Dignan seconded. Steve is an Air Force doctor. He was formally a youth and student member on 1<sup>st</sup> Sunday before going to med school and then joining the AF.
- Joshua Rising, Tom McDonald's nephew, requested to go inactive.
- Bill also spoke to two other potential members that would have to join the club to fly with us since we're still under the no introductory flights COVID-19 guidelines.

#### Tow Planes – Tim Christman

- 909 is getting close to inspection
- 33Z has 2 hours left.

#### Glider Maintenance – Bob Miller

- 15H is at Cubby's for annual. Its mic will be replaced when it's back.
- CC had its mic replaced and corrected vario power
- Transponders were tested by Don Green, all worked. Bob will set a date and time to have transponders checked at the field. Club members are welcome to have theirs checked then as well.
- BG has a slow leak in its tire. Bob ordered a new inner tube.
- 102 and 103 pushrod service bulletin, John Murray will do this next year. It is regarding corrosion that is more of a problem in salt water regions.

#### Grounds – Keith Kilpatrick

- Everything at the facility is doing quite well. Keith replaced the tow plane hanger lock with a push button one.
- Fuel tank cover is on order. Dan Reagan painted the new fuel tank silver to cut down on the heat gain, thanks Dan!

#### Instruction & Social – Tom McDonald

- Little in the way of flight instruction going on at the club. Bob Miller has done some and he's not sure Sami Rintala will keep up his pace with the leg brace. Joe Kalil was instructed by Sami. Tom McDonald isn't instructing.
- Condor computer will be arriving in the next week or two. Andrew Dignan will let Tom know when it comes in.
- Airport warning sign posted at the Elbon Rd. east end facing south is faded. Keith Kilpatrick will ask the township if they replace them.
- Linda Murray canceled the July 4<sup>th</sup> Pot Luck.
- Hive 135 gave a lot of honey. Tom's donating the proceeds of the honey to the club. \$20 per pound.

#### Safety – Kevin Price

- 909 engine roll back at 2500' – email communication review. Normally the fuel pump switch is used during takeoff. Takeoff and land with the fuel pump on is the book answer. It doesn't hurt to run it continuously. That could have been what caused the roll back. At 2500' Kevin shut it off and 20 seconds later the motor rolled back. Keith turned the pump back on and it started back up quickly. Tim Christman always turns the pump on – takeoff to landing. Tim thinks we got a batch of winter

gas and it was used after it got warm. Normal vapor lock happens when a hot engine is shut down and then started up after ½ hr. The fuel gets heated from the hot engine. Tim Christman will send out an email to the towpilots.

Campground and Hanger – Andrew Dignan

- Dick Eckels isn't bringing his camper out to the club.

Next meeting, 1st Saturday, Aug 1, 2020. We will have a remote call in or computer use option. [Chuck@Lohre.com](mailto:Chuck@Lohre.com), 513-260-9025

#### 4th SUNDAY JUNE 28 CREW REPORT – Chris Summers



Delivered 15H to Cubby's for its annual.

No other flights due to low ceiling; 600 broken, 1000 broken at 1330 hours at which time I called it quits. Field is in great shape.

Steve Statkus for Crew Chief Chris Summers

Photo: Michael Hayter took a photo of Chuck Lohre ready to launch on Wednesday June 24 with the operations going on in the background. Sami Rintala was active instructing.

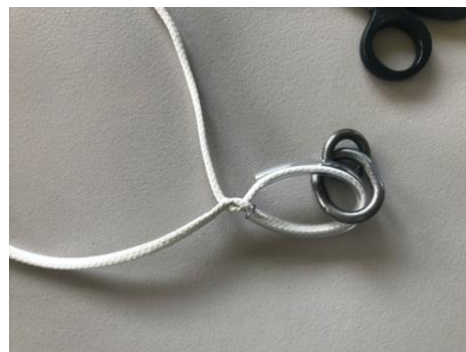
#### 4th SATURDAY JUNE 27 CREW REPORT – Chuck Lohre

Low ceilings and impending storms prevented us from flying 15H to Cubby's for its annual.

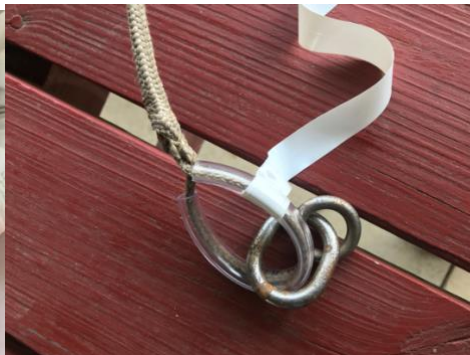
After lunch we spliced both ends of one of the tow ropes that had split plastic tubing on both ends. Attached is how Don Burns taught us how to do it. Steve Hoffman is Tow Rope Chief now and has asked Jon Stewart to order 1500' of 1/5" Dacron rope with a breaking strength of 1500 lbs. from Wings & Wheels, which will make seven lengths of 210'. We made new ropes May 19th last year and will have new ropes for the August Cross Country Camp. Tom Deatherage, John Murray, Ethan Saladin, Henry Meyerrose and Joe Jackson helped with the process.

Andrew Dignan worked on installing cameras in the tow plane hanger.

## HOW TO SPLICE A LOOP ON A TOW ROPE



Cut end of rope at a 45 degree angle and wrap a 6" piece of electrical tape around it one direction to the end, reverse half way at a point and wrap it back along the rope. Put a 5" piece of 5/16" ID x 1/2" OD plastic tubing on and put it through the large ring of the Tost ring. At an arm's length, use a pen or awl to make a hole through the rope, put it through and back again 3/8" along the rope.



Use a pen or awl to make an entry hole to the inside of the braided rope. Use a Chinese Finger Trap method to inch it into the rope. Take a 15" piece of electrical tape and wrap around one side of the plastic tubing a few times, then wrap it tightly around both tubes at first then with no tension the last six inches.

## CCSC CREW DAYS ARE VOLUNTARY & IMPROMPTU FLYING ONLY, CLOSED TO PUBLIC – Mark Miller

Going forward from today on CCSC will be operating with the normally assigned crews; however, it will continue to be on a voluntary basis. That means if your crew does not feel comfortable coming out, then they do not have to attend. Everyone will continue to get crew credit because those that care to fly generally do not mind crewing and those who do not feel comfortable crewing will likely not be comfortable flying.

That said we will continue with either social distancing or wearing masks. I know it is now hot and the masks fog up your sunglasses, but the crew chiefs and BOD members need to set the example for others by wearing the masks while directing their crews, except where they are completely separated or drinking or eating. It will be up to crew chiefs to ensure that others are complying with these rules.

There will be only members allowed to fly. No guests at this time.

The waiver and log sheets are on a clipboard in the clubhouse on the counter. Take to the flight line when you take the trailer out. Each member must sign the COVID waiver and logged their flight in a club ship and sanitize it afterwards. Private pilots flying their own ships are required to sign the waiver once. There are wipes and hand sanitizer in the trailer. Masks are required in club ships when flying dual, when hooking up by crew and pilots, and when two are on golf carts.



If you as a crew chief do not feel that you can operate in this environment, then please contact someone on your crew who does and can substitute for you on your crew day.

Wednesdays are still ad hoc. There is no crew chief assign and have always been impromptu. These rules still apply, but there may or may not be anyone there to enforce them. If you don't see the rules being followed, then do not participate and report it to me.

Tow plane pilots will take care of the tow planes and do not need to sign the waivers (not practical).

Thanks for all you do.

## **BUYING OR SELLING A GLIDER?**

This FAA webinar might be of interest to some CCSC members.

"So, Your Looking To Buy or Sell Your Glider - Do I Have a deal for You!"

Topic: Buying or Selling a New or Used Glider Has Many Pitfalls. Learn What You Need to Know to Do So Successfully.

On Tuesday, July 14, 2020 at 20:00 Eastern Daylight Time (17:00 PDT, 18:00 MDT, 19:00 CDT, 14:00 HST, 16:00 AKDT, 17:00 Arizona, 00:00 GMT)

Select Number: EA61101022

Description: This webinar covers some of the basics of buying and selling both new and used gliders. We will discuss some of the things to look at when purchasing more vintage gliders, as well as ordering shiny, brand-new, super ships.

To view further details and registration information for this webinar, click here.

<https://www.faa.gov/OnlineHelp/Default.aspx?page=/WINGS/pub/default.aspx>

The sponsor for this seminar is: FAASTeam

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit, AMT: 1.00

## **HIVE 135 NOW OPERATING AT COMMERCIAL LEVEL – Tom McDonald**

Just a quick bee update. Hive 135 (painted to match its namesake 2-33) is really coming on strong. The queen in there wasn't laying well in in the spring, so I removed and replaced her with the new group I installed in BG. That worked, and I recently pulled 27 lbs. of honey off of 135. All the other colonies have been fed at least some sugar water earlier in the year. I won't pull honey off of anything I've had to feed since sugar water stored by bees obviously isn't the real thing.

Coincidentally, I got a call to come and get a swarm here in KY just after I pulled those bees out BG. I caught the swarm and installed them in the now-empty boxes, putting it back in service. It has taken a few weeks to get that group going, but they are also looking good to get through the fall and into the winter.

I've also been raising new queens in the little boxes on either side. That's an interesting process. Just pull a frame of really young eggs and a frame of honey and pollen from one of the larger colonies into a 2 frame box, along with a bunch of bees. Be careful not to move the queen from the large box in the process. The bees in the small box will realize that they are queenless within hours and set about making a new one from one of the eggs. The whole process takes about 4 weeks from the original egg to having a new colony with a laying queen.

Here are some pics of the operation.



Bigger boxes, L to R: BG, 135, 15H, 16Q. Smaller boxes on either side are new colonies or queens in various stages of development.



Queen cells (they look like peanuts) on the bottom of the top frame, plus one more on the other frame. Only one will survive in the end. The parent colony is BG, and they will hatch about the time you read this. They should have a stand-alone operation by about the 15th.





What 27 lbs. of honey looks like. Extracting it makes a huge mess in your kitchen.

## BRONZE BADGE QUESTIONS

A steady green light signal directed from the control tower to an aircraft in flight is a signal that the pilot:

- A Is cleared to land.
- B Should give way to other aircraft and continue circling.
- C Should return for landing.

While thermaling at 5,500 feet from which direction would you expect most VFR traffic to come?

- A it is not possible to predict.
- B easterly (flying westerly).
- C westerly (flying easterly).
- D north (flying southerly).

What do isogonic lines indicate on aeronautical charts?

- A They are a line joining places of equal temperature.
- B They are a line joining places of equal magnetic variation.
- C They are a line joining places of equal pressure.

The suffix "nimbus" used in naming clouds, means:

- A A cloud with extensive vertical development.
- B A rain cloud.
- C A middle cloud containing ice pellets

While on a cross-country flight, you are continually correcting your heading to the right in order to reach your goal. What might this signify?

- A The wind is from the right of track.
- B The wind is from the left of track.
- C There is probably a magnetic anomaly affecting the compass.



The Soaring Society of America website provides a [Bronze Badge Study Guide](#) which is designed to help prospective Bronze Badge candidates prepare for the written exam. The questions that are used for the Bronze Badge written test are now presented in the form of a quiz. This will be very helpful for pilots preparing to take the written test for the Bronze Badge, so take a look and try a practice test. An excellent list is provided with links to the fifteen references in which the full explanation of the subject matter is available.

## **CCSC CROSS COUNTRY CAMP, AUGUST 3 -7, 2020 - CHUCK LOHRE**



***Gliders finishing a race photo by astir698. The vapor you see is from the dumping of water ballast. Gliders load up with water before they launch and get rid of the extra weight before, they land. A heavier glider will fly faster, increasing distance and speed points for the flight.***

Sailplane cross country flight with high performance gliders is an exciting and challenging way to fly. Plan now to take advantage of this rare opportunity for training and mentoring right at home at CCSC. Each day a different course will be chosen by the pilots and the [OLC scoring program](#) will choose the best 2.5 hour segment for scoring. Depending on the weather conditions maximum distance race around the course within a typical 2.5-hour period might be 150 miles. Participants will fly as far away as Columbus, north of Dayton and nearly to Indianapolis. The daily course stays at least 30 miles away from the Northern Kentucky, Greater Cincinnati airport.

At the camp, experienced pilots will take a small group of gliders out on course. Typical groups may include medium performance gliders like ASW 15, LS 4, Libelle, and LS 1 going to Clinton, Green County, Dayton Wright, Lebanon and back home. Another lower performance group might include 1-26, K6 or AC-4 Russia following the leader to Red Stewart airport three miles away and then on to Lebanon six miles more and then fly eight miles back to CCSC.

Are you ready? Read more about the [details on the CCSC website](#) and register on the SSA Racing page.

**[CCSC IS ON FACEBOOK](#)** <https://www.facebook.com/CaesarCreekSoaringClub>

**[CCSC WEBSITE](#)** [MINUTES FROM BOARD OF DIRECTORS MEETINGS](#), (The password is printed on your monthly statement.)



**Contact Us**

**Phone:** 937-267-1733

**Email:** [skydivesports@gmail.com](mailto:skydivesports@gmail.com)



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<https://www.instagram.com/skydivesports/>

### **FOR SALE: 1982 ASW-20**

N31TS

TT1307

\$35,500

New Canopy, New Interior, ClearNav II, Cobra Trailer

Get complete Specs:

[n11rdbird@att.net](mailto:n11rdbird@att.net)

Rolf Hegele

937-271-5003



### **FOR SALE: SCHWEIZER SGS 1-23**

S/N 14, MFG Date May1950, includes open trailer. Has won vintage sailplane awards. Contact Thomas G. Bonser.

### **LOOKING FOR PARTNER IN ASW 15**

Chuck Lohre is looking for a partner in the ASW 15 he owns with Randy Wright. Randy is willing to sell his half. Typically, these craft are going for \$14,000 to \$15,000 in our condition. Insurance is \$800 per year total and the annual is about \$200 total. This is a great first glider for new owners and it has good instruments and radio. Chuck wants a partner that wants to take care of this classic and go for their Silver and Gold Badges. He's willing to crew for you. The photo shows the new wet sanding and buffing Chuck did this Spring. He also replaced the aileron seals. Get in touch with Chuck Lohre 513-260-9025, [chuck@lohre.com](mailto:chuck@lohre.com) for more information.





## CCSC GROUND CREWS:

### 1<sup>ST</sup> SATURDAY

**CC:** Steve Fenstermaker (cell: 937-581-7713)

**ACC:** Dick Huskey. **Tow Pilots:** John Armor, CR Gillespie. **Instructors:** Paul McClaskey, Tom McDonald. **Crew:** Jul Alvarez, Dan Beans, Gerry Daugherty, Mark Hanlon, Waseem Jamali, Joe Jaap, D. Mattmuller, Kevin Price, B. Sanbongi.

### 1<sup>ST</sup> SUNDAY – Training Crew

**CC:** Mike Karraker (cell: 937-830-0627) **ACC:** Mark Miller. **Tow Pilots:** Norb Maurer, Andy Swanson. **Instructors:** Manfred Maurer, Bob Miller. **Crew:** Don Burns, Bill Clawson, Christian Maurer, Eran Moscona, Dave Rawson, Dieter Schmidt, Joe Zeis.

### 2<sup>ND</sup> SATURDAY

**CC:** Dick Holzwarth (cell: 937-542-9612) **ACC:** Jim Marks, Bob Root. **Tow Pilots:** Brian Mork, Haskell Simpkins. **Instructors:** Bob Anderson, Bill Gabbard. **Crew:** Booker Atkins, Jim Fox, Bill Hall, Ron Kellerman, Jim Suda, Lizz Suda.

### 2<sup>ND</sup> SUNDAY

**CC:** Dave Menchen (cell: 513-313-2315) **ACC:** Lucy Anne McKosky. **Tow Pilots:** Lorrie Penner, Gordon Penner, **Instructors:** Jim Goebel, Tom McDonald, Tom Rudolf. **Crew:** Val Boehm, Al Dunn, Fred Hawk, Mike McKosky, David Wrinkle.

### 3<sup>RD</sup> SATURDAY

**CC:** Maury Drummey (cell: 513-871-1998) **ACC:** Rolf Hegele. **Tow Pilots:** Don Green, Steve McManus, Dick Scheper. **Instructors:** Charlie DeBerry, Tom Lepley, Sami Rintala, Chris Uhl. **Crew:** Jim Dudley, John Dudley, Norm Leet, Charlie Maxwell, Ethan Maxwell, A. Quinn, Joshua Rising.

### 3<sup>RD</sup> SUNDAY

**CC:** Dan Miner (cell: 614-395-3953) **ACC:** Otis Lewis **Tow Pilots:** Tony Bonser, Tim Christman. **Instructors:** Dick Eckels. **Crew:** Jacob Dunnohew, Brian Stoops, Tony Rein,

David Whapham, Ian Wolfe, Mark Crosten, John Konoratowiz

### 4<sup>TH</sup> SATURDAY:

**CC:** Chuck Lohre (cell: 513-260-9025) **ACC:** Ethan Saladin. **Tow Pilots:** Guy Byars, Tony Deatherage, Larry Kirkbride **Instructors:** John Atkins, Joe Jackson. **Crew:** Ross Bales, Edgar Byars, David McMaster, Henry Meyerrose, John Murray, Andrew Dignan.

### 4<sup>TH</sup> SUNDAY

**CC:** Chris Summers (cell: 513-807-0077) **ACC:** Steve Statkus. **Tow Pilots:** Ron Blume, Matt Davis, Tim Morris. **Instructors:** John Lubon, Kat McManus. **Crew:** Bill Barone, Mauricio Berrizbeitia, Richard Cedar, Shelby Estell, Jeff Grawe, Dan Reagan, Pete Schradin, Stefano Sinigaglia, Laviniu Tirca.

### 2020 5th WEEKEND CREW DAYS:

Feb 29 – 4th Sat Crew  
Mar 29 – 4th Sun Crew  
May 30 – 1st Sat Crew  
May 31 – 1st Sun Crew  
Aug 29 – 2nd Sat Crew  
Aug 30 – 2nd Sun Crew  
Oct 31 – 3rd Sat Crew  
Nov 29 – 3rd Sun Crew

### POINTS OF CONTACT:

**PRESIDENT:** John Lubon

**SAFETY OFFICER:** Kevin Price

**DIR OF OPS:** Mark Miller

**DIR OF FACILITIES:** Keith Kilpatrick

**BUSINESS MANAGER:** Jon Stewart,  
BusinessManager@soarccsc.com

**FREQUENT FLYER EDITOR:** Chuck Lohre,  
[chuck@lohre.com](mailto:chuck@lohre.com), 513-260-9025

Note: See [Membership Roster](#) on  
soarccsc.com for phone numbers and email  
addresses for all members.

Revised 6/9/2020 mkm